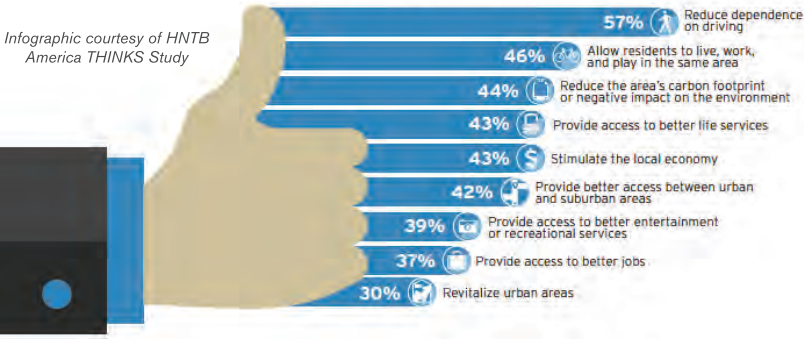


WHAT IS TRANSIT ORIENTED DEVELOPMENT? cont.

As more individuals choose to live around TOD near transit stations, communities have access to more walkable areas and take their cars off the road. Additionally, TOD encourages a healthier, more active lifestyle. Transit users are four times more likely to walk 20 minutes or more each day compared to those who don't ride, according to Todd Litman, Executive Director of the Victoria Transport Policy Institute.

These benefits and others are highlighted along the existing LYNX Blue Line, as shown through its own transit-oriented development. The South Corridor has experienced more than \$1.5 billion in private redevelopment, which has increased property values and city and county property tax revenue by more than 120 percent, according to Secretary Foxx on the Department of Transportation's Fast Lane blog. The light rail also brought increased access and connected individuals to education and employment opportunities through increased mobility options.

SEE WHAT AMERICANS THINK ABOUT TOD



The Blue Line Extension (BLE) is expected to spark a similar type of economic revitalization in the Northeast Corridor, bringing new housing, retail, and a multitude of amenities to the surrounding neighborhoods. In fact, the BLE has already attracted new private development along the line with over \$200 million in planned or under construction projects with an estimated new development of \$4.4 billion by 2035.

BUSINESS LIASON PERSPECTIVE: JENNIFER DURU

Business owners are excited about revenue service as they see the LYNX Blue Line Extension transform their surroundings. New developments are already being built along the alignment, and a similar trend of growth is expected in the Northeast Corridor. In fact, industry experts have ranked Charlotte 9th nationally in the Markets to Watch, according the Urban Land Institute's Emerging Trends in Real Estate Survey.

According to BLE Business Liaison Jennifer Duru, businesses definitely are noticing the changing surroundings. As the stations are nearing completion people can now visualize the alignment. Business owners are reinvigorated after years of heavy construction. "At peak construction, there was utility work, roadway work...everyone was focused on their parcel and 'what is happening to me today.' Now, people are more curious about how this area will change," she said.

Marshall Hicks, a business owner along N. Tryon Street, shared this sentiment and relocated his business early on in the project to take advantage of the potential future customers. "We wanted to jump on the opportunity and hope that having a stop right near us would help us

thrive. ...We are looking forward to [the light rail], and hopefully it will help develop the area," he said.

Duru regularly shares information with businesses about all aspects of the BLE, including the emergency blue light phones at all parking decks and station platforms, consistent security camera coverage across the alignment, CATS security contracts, and CATS relationship with CMPD.

Businesses have access to several City resources to assist them during the construction and transition as the alignment opens. Businesses can apply for façade, security, and brownfield grants through Neighborhood and Business Services. Developers can work with the County's Economic Development Office to explore public-private partnership options, and Charlotte Business Resources is a web portal connecting business owners to multiple assistance providers in the area, such as Central Piedmont Community College's Small Business Center.

Businesses wanting more information can contact Jennifer Duru at jduru@ci.charlotte.nc.us.



WHAT IS TRANSIT ORIENTED DEVELOPMENT?

You've seen it happen along the current LYNX Blue Line: new apartments, shops, and other amenities spring up in South End. Investing in transit, and the infrastructure that follows, adds more to the surrounding neighborhoods. This type of redevelopment, known as transit oriented development, or TOD, creates mixed-use communities where people can live, work, and play all in the same place.

TOD creates high density, walkable districts near transit stations, about 1/4 to 1/2 mile from a transit stop. These mixed-use developments include housing, retail, office space, and other amenities, and help people integrate lifestyle with mobility options.

TOD offers many benefits for the community. It increases property values, improves job access, and expands transportation choice and mobility. In fact, according to the American Public Transportation Association (APTA), improving a neighborhood's walkability can increase a typical home value \$700-\$3,000. Transit oriented development can also save you money. According to APTA, a person who changes their commute from driving daily to taking public transportation saves over \$9,000 per year.

Transit oriented development helps enhance mobility choices, including bus, rail, bike, and more. It's all about mobility and connectivity options.



Photo courtesy of Federal Transit Administration

The amount of space required to carry the same amount of people by bus and by car

UNDER CONSTRUCTION: DEVELOPMENT MAP

See some of the projects currently under construction within 1/2 mile of the LYNX Blue Line Extension.

For more information and to see completed and proposed projects, visit the City of Charlotte Planning Department site. Click on **Maps & Tools** and find the **Transit Station Development Projects** map.



NORTHEAST CORRIDOR INFRASTRUCTURE PROGRAM WILL COMPLEMENT DEVELOPMENT

The Northeast Corridor Infrastructure program (NECI) will create street improvements in transit station areas along the BLE. The goal of the NECI program is to provide the community near the stations safe and comfortable access to transit, whether they walk, bike or drive. The projects are also positioned to support economic development opportunities in accordance with the City's growth strategy.

NECI projects may include street connections, extensions, additional travel lanes, bicycle lanes, sidewalks and curb and gutter. Beautification improvements such as wider planting strips, decorative lighting, street trees and planting strips may also be included as part of the projects.

Seven of these projects are currently in planning and design. During this phase, more than a dozen community meetings have been held to provide residents an opportunity to share ideas and ask questions. Two projects are currently in the real estate phase. During this phase, City real estate representatives work with property owners to acquire land and easements necessary for construction. Construction is expected to begin in 2018 and 2019.

Funding for planning and design was included in the 2014 and 2016 transportation bonds approved by voters with further bond financing expected in 2018 and 2020. For more information on the NECI Program visit charlottenc.gov/projects or call the Program Manager Jim Keenan at 704-336-4252.



A rendering of what JW Clay Boulevard may look like.



An artist's rendering of what Tom Hunter Road may look like.

The following projects are included in the NECI program:

Project	Phase
Parkwood Avenue Streetscape	Design
25th Street Streetscape	Real Estate Acquisition
North Tryon and 36th Street Streetscape	Design
Sugar Creek Streetscape	Design
Orr Road Extension	Real Estate Acquisition
Tom Hunter Road Streetscape	Design
Rocky River Rd. West Street Improvements	Design
McCullough Dr. Streetscape/ McCullough Dr. Extension	Design
J.W. Clay Boulevard Streetscape	Design

HNTB: A CONSTRUCTION PERSPECTIVE

Construction along the BLE is booming! Contractors for private developers and utility companies work beside BLE construction daily. There is significant coordination and cooperation between all parties to help each project meet their requirements and delivery schedule.

In the field, contractors coordinate material and equipment storage, access to job sites, and roadway closures. The BLE construction team closely coordinates traffic impacts of all contractors working in the corridor. This coordination prevents conflicting closures, keeps traffic moving, and helps contractors avoid delays due to access constraints. Road closures are sometimes used to complete work for various projects. This minimizes the need for contractors to install multiple closures and reduces the impact on the motoring public.

Coordination goes beyond the field. Before a project like the BLE even begins construction, designers take into account future development needs. In addition to constructing the light rail, the BLE project is installing sidewalks, bicycle lanes, and traffic signals. Contractors have also installed larger water lines and an improved sewer system to support future development.

See the number of construction projects just in this one section of the BLE corridor.

